

Nguna to Cooks Bay, Erromanga, and stated his reasons for making this application. Mr. Milne placed himself at the disposal of the Synod, and expressed his willingness to go to Erromanga if the Synod should appoint him to go thither. Having heard the case fully, the Synod were of opinion that it would be most for the glory of God and the general interest of the Mission that Mr. Milne should remain in his present station, and decided accordingly.

18. Reports were given in by all the members on the state of the Mission in their respective Stations. As in former years, these reports were of a chequered character, some things were very discouraging, and other things were very encouraging; but on the whole the encouraging considerably preponderated.

The Synod therefore desire to thank God take courage and go forward in the work of the Lord.

19. It was agreed that at the close of this meeting of Synod, and as soon as the *Paragon* is ready for sea, she sail from this harbour, call at Ann-mose, Aname, Futuna, Kwamera, Port Resolution, Aniwa, Dillon's Bay, Epango, Efil Harbour, (remaining a week there, more or less for the settlement of Mr. Annand,) Havannah Harbour, Nguna, Matas, and Cape Lisbourne, Santo; that she return to Aneityum, calling at the Mission stations, and, as soon as ready for sea, take her departure from Aneityum for Sydney.

20. The Clerk reported that as Captain Rae had resigned the command of the *Dayspring* in Melbourne, in October last, the Agent and the Dayspring Board there had engaged the chief officer of the *Dayspring* to be captain of the Mission vessel. The Synod approved of the action of the Board.

21. Mr. Inglis reported, that on the recommendation of nearly all the members of this Synod, individually expressed, he re-engaged Captain Jenkins on the 4th of January last for the present year, at a salary of £180, but that, in consequence of the wreck of the *Dayspring*, that engagement had become void.

The Synod approved of what Mr. Inglis had done in this matter.

22. Captain Jenkins gave in his report of the loss of the *Dayspring*.

The Synod expressed their sincere sympathy with Captain Jenkins, and with the chief officer of the *Dayspring*, Mr. McArthur, in the loss of the vessel, but felt much gratified to learn that when the circumstances of the wreck were fully investigated by the proper authorities in Sydney, they were exonerated from all blame, and the Synod further assure them of the unabated confidence which they entertain in their skill and carefulness.

23. In looking back to the work of the

*Dayspring*, the Synod desire to recognize the hand of God in the severe calamity that befell the Mission. Through that event they would bow with much submission to the will of God; but they would recognize with thankfulness the Lord's mercy in the circumstances attending the wreck, especially that no lives were lost; and furthermore that the services of another vessel have been obtained so seasonably to meet the wants of the Mission.

24. A letter was read from Rev. Dr. Steel, stating that the following gentlemen had consented to act as a Board of Management for the Mission vessel in Sydney, viz: A. Learmont, Esq., J. P., J. H. Goodlet, J. P., K. Gray, Esq., Rev. Dr. Fullerton, Rev. Dr. Beg, Rev. J. Cosh. The Synod expressed their high satisfaction with that arrangement.

The report forwarded by Mr. Cosh, Secretary to the Board, was read, in which was stated all that the Board had done to obtain a vessel, and that finally they had chartered the *Paragon*, a vessel of 160 tons register for four or five months, for £80 a month, and insurance for the sum of £800, the mission to provide every thing, and that Captain Jenkins had been re-engaged for this voyage at £15 per month. It was agreed that the thanks of the Synod be given to the members of the Dayspring Board for the important services they have rendered to this Mission in connection with the work of the *Dayspring* and the chartering of the *Paragon*, and that they be respectfully requested to continue their services.

26. Communications from the Agent of the Mission, the Dayspring Board, and others were read as to what steps should be taken to procure another vessel; some recommended that a new vessel be built in Scotland, others that the *Paragon* be purchased, as she could be obtained for £3000.

After considering the matter carefully the Synod agreed that a vessel should not be built in Scotland, but that one should be procured in the Colonies, and that in all the circumstances of the case they approved of the proposal to purchase the *Paragon*, providing no other more suitable vessel can be obtained when the *Paragon* returns to Sydney.

27. The Synod therefore authorize their Agent in Sydney to draw the £2000 of the insurance money received by the Rev. Dr. McDonald, and by him invested in the Loan Mortgage Bank, Melbourne, and £1000 of the insurance fund in the keeping of the Presbyterian Church of Victoria, and invested along with its monies, to pay the sum agreed upon for the *Paragon* should the purchase be completed.

28. The Synod authorized those of their members who may go up to the Colonies